

## Message Text

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PAGE 01 NIAMEY 01401 01 OF 02 071635Z

47

ACTION AID-59

INFO OCT-01 AF-10 EUR-25 ISO-00 SCI-06 PC-10 USIA-15 IO-14

INR-10 DODE-00 AGR-20 INT-08 COME-00 FDRE-00 EB-11

SWF-02 IGA-02 DRC-01 /194 W  
----- 062613

P R 071530Z MAY 74

FM AMEMBASSY NIAMEY

TO SECSTATE WASHDC PRIORITY 7756

INFO AMEMBASSY ABIDJAN

EC BRUSSELS 0162

AMEMBASSY BAMAKO

AMEMBASSY COTONOU

AMEMBASSY DAKAR

AMEMBASSY LOME

AMEMBASSY NDJAMENA

AMEMBASSY NOUAKCHOTT

AMEMBASSY OUAGADOUGOU

AMEMBASSY PARIS

AMEMBASSY ROME

UNCLAS SECTION 1 OF 2 NIAMEY 1401

AFDROUGHT

BRUSSELS FRO MARTIN:PARIS FOR HELMAN; ROME FOR FODAG

E.O. 11652: NA

TAGA:

SUBJECT: FOOD SITUATION REPORT NO. 2-NIGER

REF: A. NIAMEY 1348(NOTAL; B. NIAMEY 679(NOTAL)

SUMMARY: CHARGE, ADO-OFF AND UN RES REP MET WITH  
MINISTER OF RURAL ECONOMY, MAY 2. WITH PROBLEM OF  
MOVING GRAINS FROM PORTS TO NIGER APPARENTLY SOLVED, GON  
AND ALL OTHER INTERESTED PARTIES (DONORS)  
ADDRESSING PROBLEM INTERNAL TRANSPORT. PROBLEM  
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PAGE 02 NIAMEY 01401 01 OF 02 071635Z

SOLVING FRUSTRATED BY LACK OF PLAN WHICH WOULD SPELL OUT

LOCATION AND QUANTITY OF FOOD REQUIRED FOR PRE-POSITIONING AND NUMBER AND TYPE OF TRUCKS REQUIRED TO DO THE JOB PRIOR TO RAINS. IN ABSENCE GON PLAN, WE USING OSRO REPORT DATED APRIL 5, 1974 WHICH MOST COMPREHENSIVE DOCUMENT AVAILABLE FOR PLANNING PURPOSES. REPORT INDICATES INTERNAL TRANSPORT CAPABILITY TO DELIVER ONLY HALF 22,000 PLUS TON PRE-POSITIONING REQUIREMENT BY JUNE 30. WE MAKING INQUIRIES TRUCK AVAILABILITY NEIGHBORING COUNTRIES AUGMENT EFFORT BUT MAY NOT BE SUCCESSFUL DUE TRUCK SCARCITY. ANALYSIS CONTINUES. END SUMMARY....

1. CHARGE AND ADO IN CONJUNCTION WITH UNDP RES REP MET WITH MINISTER RO RURAL ECONOMY MAY 2, TO DISCUSS TWO MAJOR PROBLEMS: (A) MOVEMENT OF GRAINS FROM PORTS TO NIGER AND (B) INTERNAL TRANSPORTATION/PRE-POSITIONING REQUIREMENT.

2. GON SAW FIRST AND MOST IMPORTANT PROBLEM TO BE THAT OF MOVING GRAIN FROM PORTS TO NIGER. ALL OPTIONS DISCUSSED INCLUDING POSSIBILITY DIVERTING SOME GRAIN SHIPMENTS TO ALGERIA WITH TRANSSHIPMENT OVER DESERT. APPARENT DISCUSSION THIS PROBLEM HAS BECOME MOOT WITH MOST RECENT INFORMATION PROVIDED BY SYNDER/OSRO, WHICH INDICATES THAT 1500 MT WILL BE MOVING OUT OF NIGERIA DAILY BY TRUCK AND RAIL AND 350 TONS PLUS FROM COTONOU. IT IS BELIEVED THAT IF THIS SCHEDULE FOLLOWED, GRAIN WILL BE ARRIVING IN NIGER IN SUFFICIENT TIME TO ALLOW PRE-POSITIONING IN REMOTE AREAS.

3. WITH PORT TO NIGER TRANSPORTATION PROBLEM APPARENTLY IN HAND, WE ARE ATTEMPTING COME TO GRIPS WITH ISSUE OF INTERNAL TRANSPORTATION/PRE-POSITIONING. UP TO DATE DATA ON WHAT HAS TO BE PRE-POSITIONED WHERE AND WHEN HAS BEEN VIRTUALLY IMPOSSIBLE TO ASSEMBLE. THUS BASIS FOR CALCULATING IF ENOUGH TRUCKS ARE AVAILABLE TO DO JOB AND WHAT TYPE TRUCKS NECESSARY FOR SPECIFIC AREAS BECOMES AT BEST EDUCATED GUESSES. REPORT DATED 5 APRIL PREPARED BY COSTARD OF OSRO WORKING WITH OPVN, INDICATED THAT 34,700 TONS HAD TO BE PRE-POSITIONED BEFORE RAINS MADE ROADS IMPASSABLE, AROUND END OF JUNE. LATER REFINEMENT OF REPORT INDICATES TOTAL OF 22,300 TONS HAVE TO BE DELIVERED TO REMOTE AREAS FOR IMMEDIATE CONSUMPTION AND FOR PRE-POSITIONING BY END OF JUNE, AND THAT THE ADDITIONAL 12,400 TONS CAN BE MOVED JULY THRU UNCLASSIFIED

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PAGE 03 NIAMEY 01401 01 OF 02 071635Z

OCTOBER.

4. ACCORDING EMBASSY CALCULATIONS BASED ON OSRO/UNDP REPORT, FOUR-WHEEL DRIVE TRUCKS ON HAND AND THOSE SCHEDULED TO ARRIVE DURING MAY AND JUNE WILL BE ABLE MOVE ONLY 10,000 TONS OR LESS THAN HALF OF 22,300 TONS BEFORE JUNE 30. BASIS FOR CALCULATING CAPACITY SET FORTH IN PARAGRAPH SIX BELOW.

5. FIGURES GIVEN SHOW BOTH THE AVERAGE CALCULATED DELIVERY CAPACITY (10 TRIPS PER MONTH) AND THE MAXIMUM WHICH WOULD BE POSSIBLE UNDER IDEAL CONDITIONS (15 TRIPS PER MONTH). (BELGIAN CONVOY EXPERIENCE IN APRIL INDICATES EACH OF THEIR TRUCKS AVERAGED MORE THAN 10 TRIPS PER MONTH, AS FOLLOWS: OUT OF AGADEZAU TRIPS OF 190 KM IN 15 DAY PERIOD AND OUT OF TAHOUA-11 TRIPS OF  
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PAGE 01 NIAMEY 01401 02 OF 02 071847Z

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INR-10 DODE-00 AGR-20 INT-08 COME-00 FDRE-00 EB-11

SWF-02 IGA-02 DRC-01 /194 W  
----- 063808

P R 071530Z MAY 74  
FM AMEMBASSY NIAMEY  
TO SECSTATE WASHDC PRIORITY 7757  
INFO AMEMBASSY ABIDJAN  
EC BRUSSELS 0163  
AMEMBASSY BAMAKO  
AMEMBASSY COTONOU  
AMEMBASSY DAKAR  
AMEMBASSY LOME  
AMEMBASSY NDJAMENA  
AMEMBASSY NOUAKCHOTT  
AMEMBASSY OUAGADOUGOU  
AMEMBASSY PARIS  
AMEMBASSY ROME

UNCLAS NIAMEY SECTION 2 OF 2 NIAMEY 1401

AFDROUGHT

7. GIVEN THAT 22,300 TONS HAVE TO BE DELIVERED TO REMOTE AREAS BY JUNE 30, USING 4-WHEEL DRIVE VEHICLES, IT IS OBVIOUS THAT ADDITIONAL VEHICLES WILL BE REQUIRED. USING THE FOREGOING ANALYSIS, THE REQUIREMENTS CAN BE EXPECTED TO BE BETWEEN 54 AND 116 ADDITIONAL SEVEN-TON 4-WHEEL DRIVE TRUCKS, BUT PROBABLY CLOSER TO LATTER FIGURE.

8. VARIABLES WHICH MAY AFFECT PRECEDING ANALYSIS:

A. POSSIBILITY THAT NOT ALL 22,300 TONS HAVE TO BE PRE-POSITIONED PRIOR END JUNE AND SOME CAN BE DELIVERED IN EARLY JULY. LAST YEAR'S

EXPERIENCE WAS THAT FEW ROADS CUT OFF FOR MORE THAN  
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PAGE 02 NIAMEY 01401 02 OF 02 071847Z

4-5 DAY PERIODS AND DELIVERIES COULD CONTINUE.

B. POSSIBILITY THAT 2-WHEEL DRIVE VEHICLES  
CAN BE USED MOVE SOME GRAIN ANTICIPATED  
AS HAVING TO BE MOVED BY 4-WHEEL DRIVE.

C. RAINS MAY BE EARLY AND/OR HEAVY THIS YEAR.  
NORTHERN NIGERIA, TAHOUA AND ZINDER HAVE  
ALREADY HAD RAIN.

9. WE ARE PREPARED TO ACCEPT OSRO FIGURES ON PREPOSI-  
TIONING REQUIREMENTS BUT HAVE TO NOTE THAT OPVN  
CONTINUES TO BELIEVE THAT ADDITIONAL TRUCK REQUIREMENTS NOT RPT  
NOT NEEDED BEYOND CURRENT AVAILABILITY AND THAT ALL  
REQUIREMENTS CAN BE MET LOCALLY. OPVN STRESSES THAT  
OSRO PREPOSITIONING TOTALS ARE PROJECTED ON BASIS TOTAL  
INACCESSABILITY DUE RAINS ALL 7 ROADS (REF B) FOR EXTENDED  
PERIODS OF TIME. OPVN REPORTS THESE ROADS WERE RESTORED  
IN PROPER TIME AND ONLY DURING AUGUST 7-21 PERIOD WERE  
MORE THAN TWO MAJOR ROADS IMPASSABLE AT SAME TIME.

10. ON ASSUMPTION THAT OSRO RATHER THAN OPVN PROJECTIONS ARE  
VALID, WITH ASSISTANCE OSRO REPS AND COASTAL EMBASSIES, WE CONTIN-  
UING ATTEMPT LOCATE ADDITIONAL 4-WHEEL DRIVE TRUCKS. WE ARE  
DISCOURAGED HOWEVER BY INDICATIONS THAT VERY FEW ARE  
AVAILABLE FOR EITHER RENTAL OR PURCHASE. EVEN IF THEY CAN  
BE FOUND, MAINTENANCE WILL POSE ADDITIONAL PROBLEM AS THERE  
ARE VIRTUALLY NO REPAIR FACILITIES FOR TRUCKS IN AREAS  
WHERE THEY WILL BE WORKING.

11. ONE SOLUTION WOULD BE PROVIDING MILITARY TRANSPORT  
COMPANY SIMILAR TO BELGIAN UNIT WHICH IS SELF CONTAINED  
AND EXTREMELY EFFICIENT. IN MEANTIME WE  
CONTINUING REFINE FIGURES AND EXPLORE OPTIONS. BUCHE

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## Message Attributes

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